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THE KING BRIDGE COMPANY,

CLEVELAND, OHIO.

**IRON AND STEEL BRIDGES, VIADUCTS, TURNTABLES,
GIRDERS, BUILDINGS, EYE BARS,
ELEVATED RAILROADS AND STRUCTURAL WORK of all kinds.**

OFFICERS.

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H. W. KING, VICE PRESIDENT.

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W. P. BROWN, Assoc. M. AM. SOC. C. E.

THE KING BRIDGE COMPANY,

CLEVELAND, O.

HAVING one of the largest Bridge and Structural Iron and Steel Plants in the country, covering an area of 155,000 square feet, and having had an experience of thirty years in manufacturing and erecting Bridges and structural work, we are enabled to offer the most complete facilities for doing first-class work and in the shortest possible time.

Valuable improvements have been made from year to year in the style and detail of our Bridges. It has been our aim and desire to give our patrons the benefit of these improvements, and our long experience gives us the advantage of being able to build the best Bridges that can be manufactured.

Correspondence is solicited, and estimates and plans will be furnished to parties who contemplate building bridges.

Applications for estimates should state the number of spans, length of each span; width of roadway; whether sidewalks are required or not, on one or both sides, and

their width; probable height of Bridge from bed of stream; distance from nearest railroad station; kind of lumber desired for joists and flooring, and what lumber will cost per thousand delivered at the Bridge; capacity required, &c.; or, if Railroad Bridge, weight of engine and specifications to be used.

This information will enable us to estimate more closely the cost of the structure.

The opinion has prevailed in some sections that our work is confined wholly to the larger and more expensive Bridges, but such is not the case. We build each year a great many short spans upon the Low Truss plan.

We shall be pleased to receive notice of lettings at all times when sealed proposals are to be received, and will endeavor to be represented by an agent at the time of letting. We have special arrangements with the leading Rolling Mills and inspectors of the country for the manufacture and inspection of our iron and steel, and we use nothing but the best of material. Having added to our Works the latest improvements in machinery, we are prepared to build Bridges at as low prices as good work can possibly be done. It is to the advantage of towns, counties and Railroads to

contract with a company of established reputation and responsibility, and one that controls and operates large works of its own, rather than to deal with contractors who are obliged to sublet their work to the smaller shops, not having the necessary experience in Bridge construction.

We build different styles of Iron and Steel Piers, Abutments, &c., which are used a great deal and give the best satisfaction—being found more economical in sections of the country where stone is scarce and expensive.

Iron and Steel Bridges of our make are now in use in every State and Territory in the Union—being well known in Maine, California and Texas, as well as all the Middle and Western States ; also in Canada, Mexico and South America.

As there is no longer any question but that Wrought Iron and Steel are the materials out of which the coming Bridges are mainly to be built, the point to be decided by the purchaser is where to get the best Bridge for his money ; and the question suggested to his mind is, what is required for a good Bridge? We will undertake to answer:

A good Bridge requires, first of all, that it shall be of a good design, and that its parts shall be properly proportioned, and its details carefully worked out. To this end, we employ competent engineers, skilled in their profession, who figure plan and oversee all these points in the most careful manner, and insure our patrons first-class work at the start.

Next, a good Bridge requires the best material, and we not only take the greatest pains in buying such, but we also have testing machines for small as well as full size sections, and thoroughly test the iron and steel sent us. Our customers can, therefore, rely on getting good material in their Bridges.

A good Bridge requires to be well made. We have one of the largest shops, equipped with the most improved machinery, and have therefore every facility for doing the best of work. Every machine is under the direction of a skillful mechanic, competent foremen, and the whole superintended by able engineers, so the manufacture is of the best that can be produced.

A good Bridge requires next, to be well erected, to be put in place in the best and most workmanlike manner, to be neatly finished and painted, so that it may be an ornament to the locality it occupies. This requires skilled and careful men, and we employ only such; so those who purchase Bridges of us may rely upon it that they will be erected in first-class manner.

We furnish iron and steel structural work for Buildings, Roofs, Furnace Plants, Mills, &c., or where any style of fire-proof construction is desired; also Hoisting and Conveying Machinery for handling ore, coal, &c.

We have recently added a plant for the manufacture of Steel Eye Bars by the latest and most improved methods, and are now one of the very few Bridge manufacturers making this class of material.

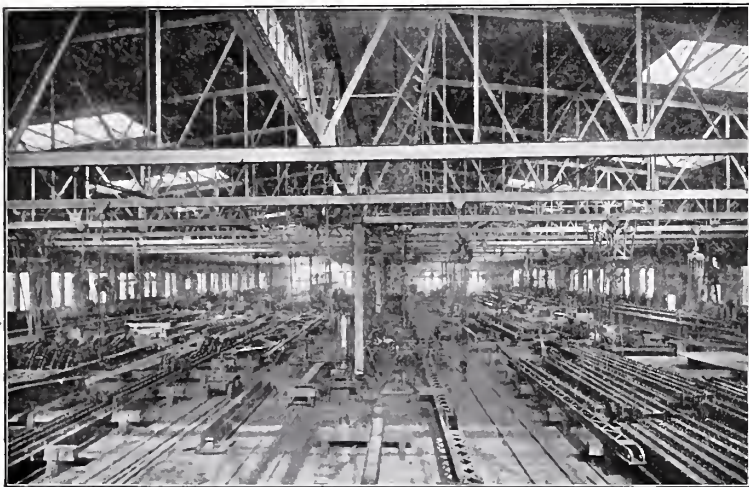
The accompanying illustrations will give an idea of our plant; also a few of the different styles of Bridges and other forms of structural work we have built in various parts of the country.



OFFICE.



NEW RIVETING SHOP.



INTERIOR OF NEW RIVETING SHOP.



INTERIOR OF PATTERN AND TEMPLET SHOP.

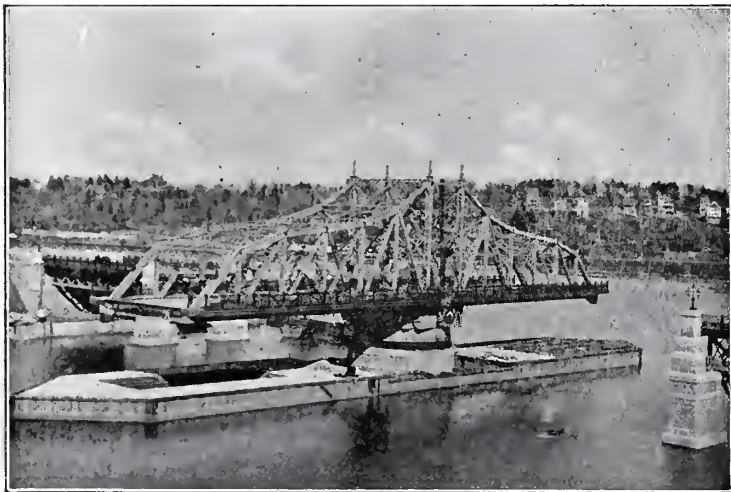


GENERAL VIEW OF FORGE SHOP.



SHIPPING AND PAINTING BUILDING.

Length 176 ft. Width, 100 ft.



BRIDGE OVER HARLEM SHIP CANAL, ON KINGSBRIDGE ROAD, NEW YORK, N. Y.

Length of Draw Span, 268 ft. 7 in. Length of Approach Spans, 102 ft. each.

Roadway, 33 ft. 6 in. Two walks, 7 ft. each.

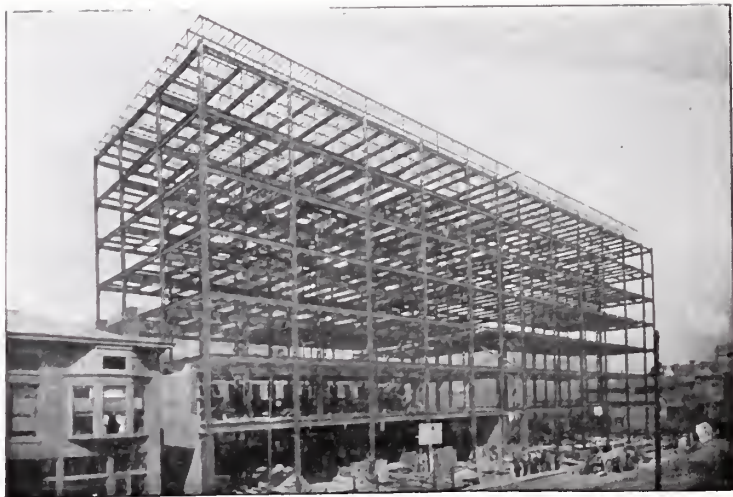


HARLEM RIVER FOUR-TRACK SWING AND APPROACH SPANS, NEW YORK CITY.
N. Y. C. & H. R. R. R. CO.

Swing Span, 389 ft. c. to c. end bearings. One fixed Span, 131 ft. 4¼ in. c. to c. end Pins.
On^e fixed Span, 185 ft. 4½ in. Three Trusses spaced, 29 ft. 3 in. c. to c. Built in 1895.



DOUBLE-DRUM TURNTABLE, HARLEM RIVER BRIDGE, N. Y. C. & H. R. R. R., NEW YORK CITY.



COLONIAL ARCADE AND RUST BUILDINGS, PROSPECT ST., CLEVELAND, O.

Frontage, 218 ft. Depth, 350 ft. Height, 100 ft. Built in 1897.

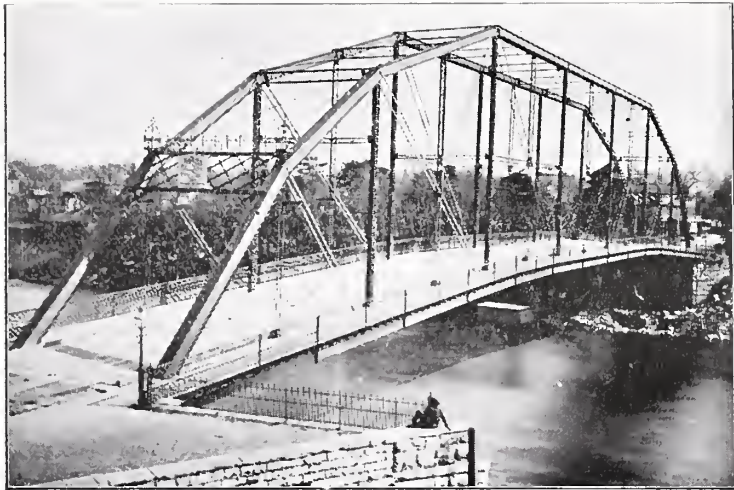


BROOKLYN-BRIGHTON VIADUCT, CUYAHOGA CO., OHIO.
Extreme length, 1542 ft. Roadway, 29 ft. 6 in. Two walks, 7 ft. each.



CENTRAL BRIDGE OVER OHIO RIVER, AT CINCINNATI, OHIO.

Total length, 2916 ft. Cantilever Channel Span, 520 ft. Roadway, 24 ft. Two walks, 7 ft. each.



ST. CLAIR STREET BRIDGE, FRANKFORT, KY., OVER THE KENTUCKY RIVER.

Length, 410 ft. Roadway, 24 ft. Two walks, 6 ft. each.

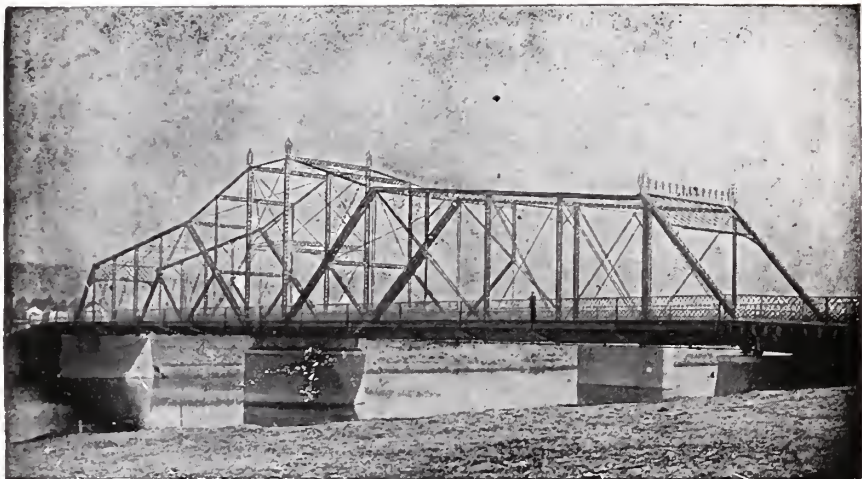


ILLINOIS CENTRAL, R. R. TRAIN SHED AT CENTRAL STATION, CHICAGO, ILL.
Length, 610 ft. Width, 140 ft.



BRIDGE OVER SANDUSKY RIVER AT FREMONT, OHIO, W. & L. E. R. R.

Two Spans, 128 ft. 7½ in. c. to c. One Span, 123 ft. 1 in. c. to c. Single Track. Designed and built in, 1896



DRAW BRIDGE OVER TIDAL CANAL, OAKLAND HARBOR, CAL.

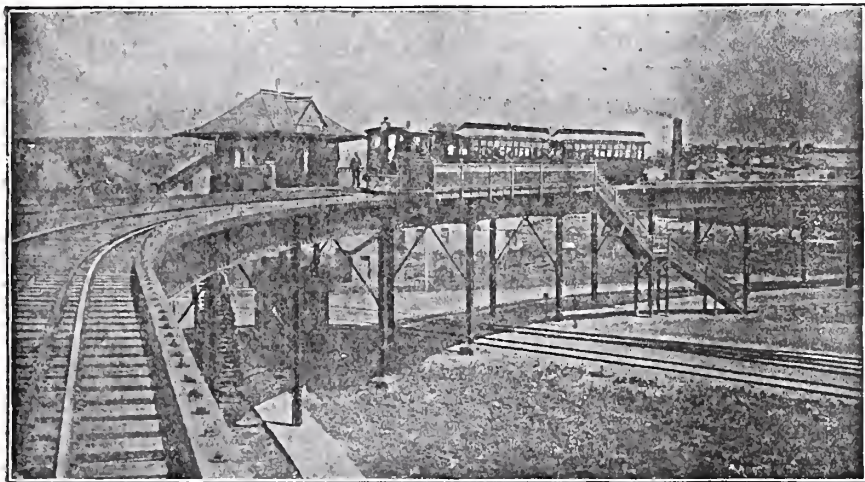
Draw Span, 315 ft. 6 in. Approach Spans, 33 ft. 9 in. each. Roadway, 25 ft. clear. Sidewalks, 6 ft. each.



BRIDGE ACROSS THE WABASH RIVER AT CICOTT ST., LOGANSFORT, IND.
Four Spans, 140 ft. each. Roadway, 20 ft. Two Sidewalks, 6 ft. each.



BRIDGE AT CEDAR AVENUE ENTRANCE TO DRUID HILL PARK, BALTIMORE, MD.
Length of Arch Span, 150 ft. Total length, 348 ft. 9 in. Roadway, 21 ft. Sidewalks, 8 ft. each.



DIVISION ST. CURVE OF THE SIOUX CITY RAPID TRANSIT COMPANY'S
ELEVATED RAILWAY, SIOUX CITY, IOWA.



CANTON, MAINE, BRIDGE.

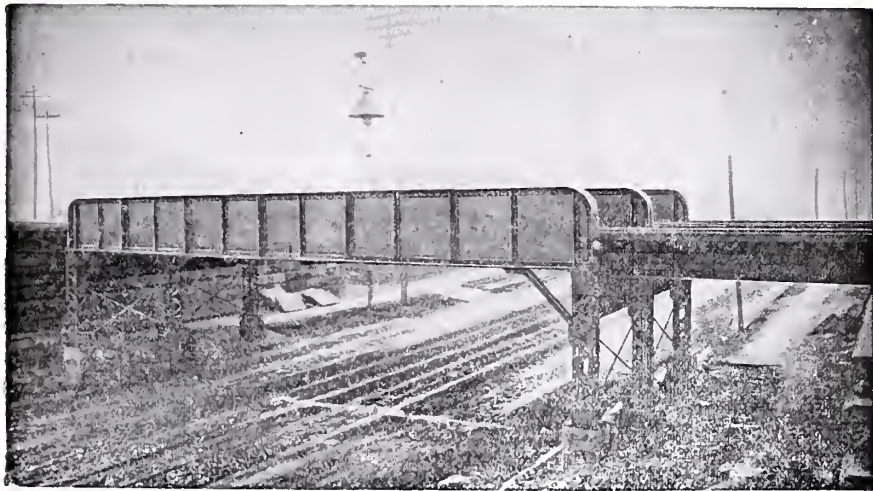
Two Spans, 228 ft. c. to c. Roadway, 18 ft. Built in 1896.



ERECTION OF STEEL WORK OF MINES AND MINING BUILDING,
WORLD'S COLUMBIAN EXPOSITION, CHICAGO, ILL.



DRILL ROOM ROOF ARCHES FOR THE CENTRAL ARMORY, CLEVELAND, OHIO.
Span, 120 ft., center to center of pins. Rise, 52 ft. 6 in., center to center of pins.



L. S. & M. S. RAILWAY THROUGH PLATE GIRDER BRIDGE OVER STATE STREET, ERIE, PA.
Main Span, 64 ft. 8 in. End Spans, 21 ft. each. Double track.



WROUGHT IRON VIADUCT, TWELFTH STREET, CHICAGO, ILL.

Three Spans, 144 ft. each. Two Roadways, 19 ft. 6 in. each. Two Sidewalks, 6 ft. 6 in. each.

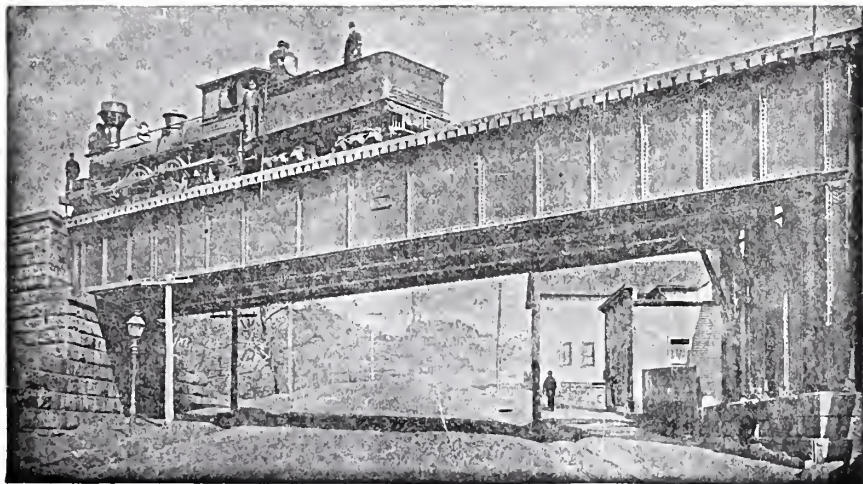


WESTBROOK, MAINE, BRIDGE.

Span, 196 ft. 6 in. Roadway, 18 ft. Two Sidewalks, 6 ft. each. Built in 1896



BRIDGE ACROSS CHAGRIN RIVER AT WILLOUGHBY, OHIO.—L. S. & M. S. RY. CO.
Two Spans, 90 ft. each Double track.



N. Y., C. & ST. L. R. R. DECK PLATE GIRDER BRIDGE OVER FOREST ST., CLEVELAND, O.
Span, 83 ft. 6 in. Double track.



BRIDGE OVER LAKE IN BUFFALO PARK, BUFFALO, N. Y.
Length, 105 ft. Width, 55 ft. Floor covered with Asphalt

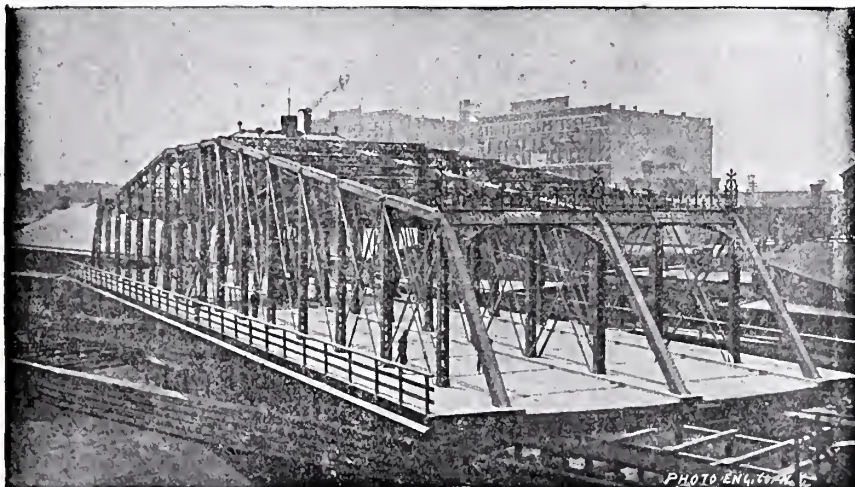


BRIDGE ACROSS STONY CREEK AT PARMA, CUYAHOGA COUNTY, OHIO.

One Span, 44 ft. Roadway, 16 ft.



BRIDGE OVER ILLINOIS RIVER. PEORIA, ILL., ON THE P. & P. U. R. R.
One Span, 125 ft. Four Spans, 150 ft. Draw Span, 300 ft. Single track.



SWING BRIDGE AT ADAMS STREET, CHICAGO, ILL.
One Span, 259 ft. Two Roadways, 21 ft. each. Two walks 8 ft. each.



STEEL SUSPENSION BRIDGE AT GRAND AVENUE, ST. LOUIS, MO.

Length Approaches, 150 ft. each. Central Spans, 400 ft. Roadway, 36 ft. 2 in. [Walks, 8 ft. 6 in. each.



TRESTLE NO. 154, C. L. & W. R. R., NEAR FLUSHING, O.

Fifteen 32 ft. Spans, one 60 ft. Span. Total length, 540 ft. Height, 55 ft. Grade, 1.15% Alignment. Curve, 4°.



NORTH RAVINE ARCH BRIDGE IN LAKE PARK, MILWAUKEE, WIS.
50 ft. Clear Span.



CANTILEVER BRIDGE OVER YOUGHIOGHENY RIVER AT BOSTON, PA.

Shore Arms, 150 ft. each. River Span, 350 ft. Roadway, 81 ft. Walk, 5 ft.



HIGHWAY BRIDGE AT VENICE, HAMILTON CO., OHIO.

Length, 363 ft. Roadway, 24 ft.



BRIDGE OVER LOUP CANAL, NEAR CASINO, BELLE ISLE PARK, DETROIT MICH

Length, 50 ft. Roadway, 24 ft. Sidewalks, 8 ft. each.



BRIDGE OVER A BRANCH OF THE ANDROSCOGGIN RIVER AT JAY, ME.

Span, 86 ft. Roadway, 16 ft. Built in 1896.



BRIDGE OVER HURON RIVER NEAR NORWALK, OHIO.—W. & L. E. R. R.
One Span, 128 ft., c. to c. One Plate Girder Span, 72 ft. Single track. Designed and built in 1896.



GRAND STAND FOR CLEVELAND DRIVING PARK CO., GLENVILLE, O
Length, 374 ft. Width, 83 ft. Seating Capacity, 5000.



E. B. & Q. RY. BRIDGE OVER BIG HORN RIVER AT FORT CUSTER, MONT.
Three Spans, 154 ft. each. One Span, 40 ft. One Span, 20 ft. Single track. Built in 1894.



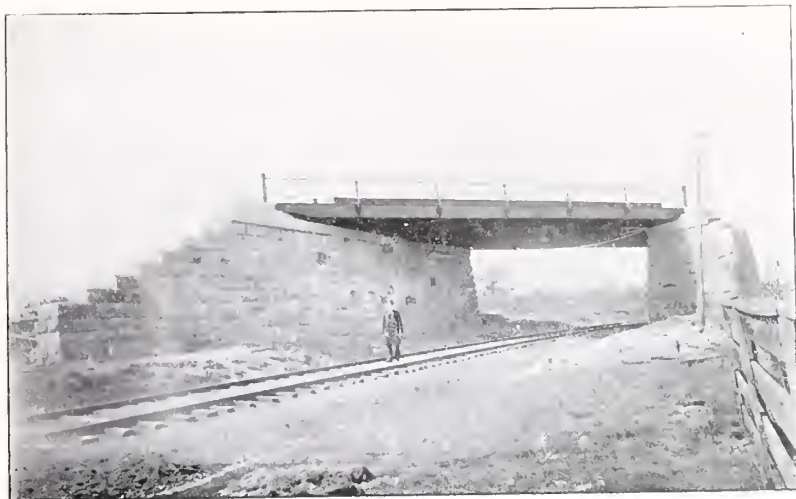
BRIDGE NO 89, LANSING DIVISION L. S. & M. S. RY., DIMONDALE, MICH
Four Spans. Single track. Plate Girders. 80 ft. Built in 1896.



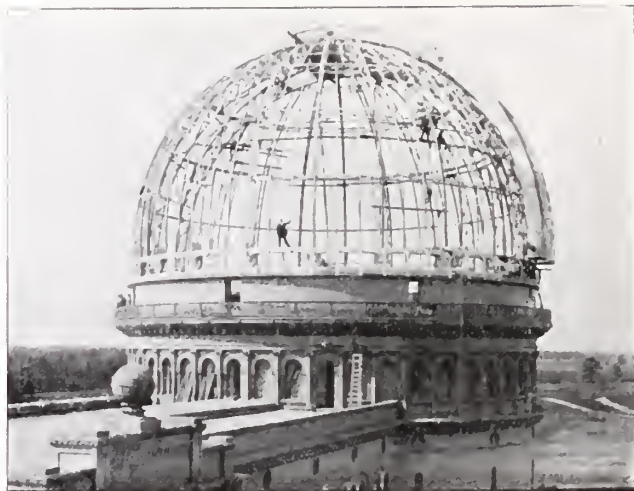
ROSENDALE VIADUCT, WALLKILL VALLEY BRANCH N. Y. C. & H. R. R. CO., ROSINDALE, N. Y.
Length, 975 ft. Curve, 6 degrees. Designed and built in 1895.



HIGHWAY BRIDGE AT PAINESVILLE, LAKE COUNTY, OHIO.
Length, 248 ft. Roadway, 24 ft. Two walks, each 5 ft. clear. Built in 1896



BRIDGE OVER N. Y. N. H. & H. R. R. CO. TRACKS AT BROADWAY, NO. ATTLEBORO, MASS.
Extreme length, 70 ft Roadway, 25 ft. Two walks, 7 ft. each. Built in 1897.



REVOLVING DOME, YERKES OBSERVATORY, LAKE GENEVA, WIS.
Diameter of Dome, 90 ft Designed and built in 1896.



BRIDGE OVER CHARLES RIVER AT RIVERSIDE, MASS.
Three Spans, 63 ft. each. Roadway, 20 ft. Built in 1895.



SOUTH ROCKY RIVER BRIDGE, CUYAHOGA CO., OHIO

Length, 1219 ft. Roadway, 32 ft. Built in 1895.

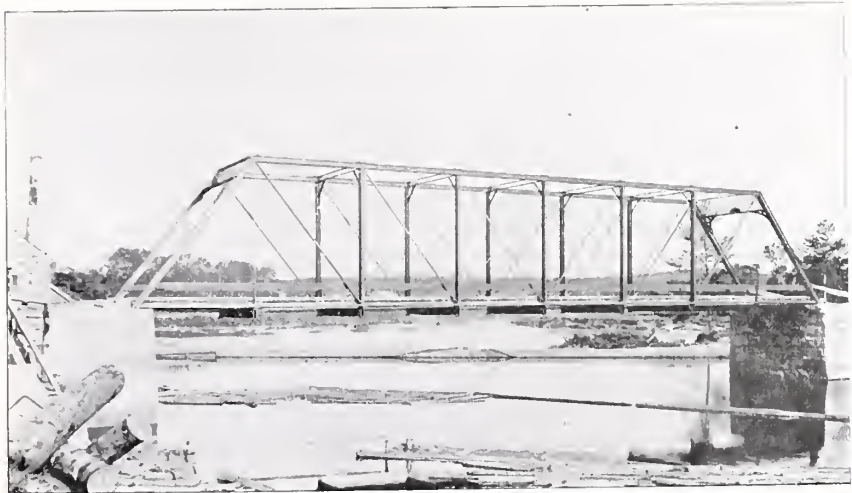


BRIDGE AT RIVERSIDE CEMETERY, CLEVELAND, OHIO.

One Arch Span, 142 ft. long. Rise at center, 27 ft. Six Lattice Spans, 37 ft. 6 in. Two Lattice Spans, 40 ft. Roadway, 17 ft. Two walks, 4 ft. each. Built in 1896.



CALUMET SWING BRIDGE, SOUTH CHICAGO, ILL.—L. S. & M. S. R. R.
Swing Span, 210 ft. long. Plate Girder Approach, 27 ft. long. Double track. Built in 1895.



BRIDGE OVER A BRANCH OF THE ANDROSCOGGIN RIVER, JAY, ME.
Span, 128 ft. Roadway, 16 ft. Built in 1896.



BRIDGE FOR C., P. & E. R. R. CO. AT WILLOUGHBY, OHIO.
One Through Span, 170 ft. long. One Deck Span, 200 ft. long. Built in 1896.



STEEL FRAME WORK FOR PALM HOUSE IN LINCOLN PARK, CHICAGO, ILL. 1891.



FOOT BRIDGE OVER N. Y., N. H. & H. RY. CO'S TRACKS AT BROCKTON, MASS.
82 ft. extreme length. 8 ft. clear walk Built in 1897

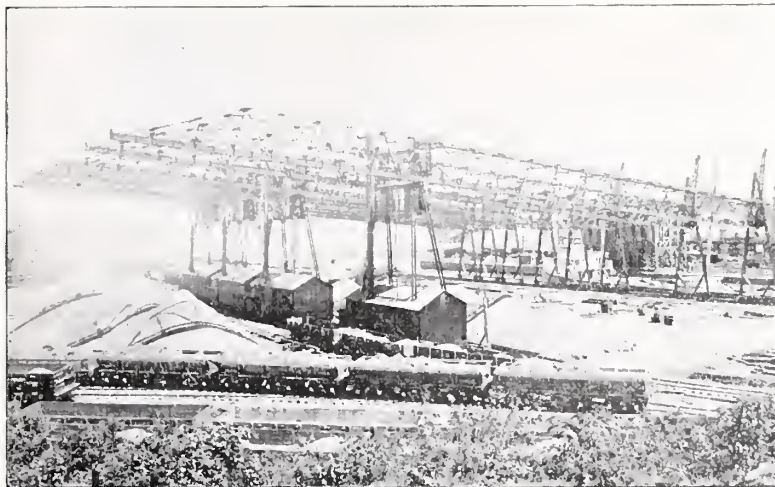


CHAGRIN RIVER BRIDGE, CUYAHOGA CO., OHIO.

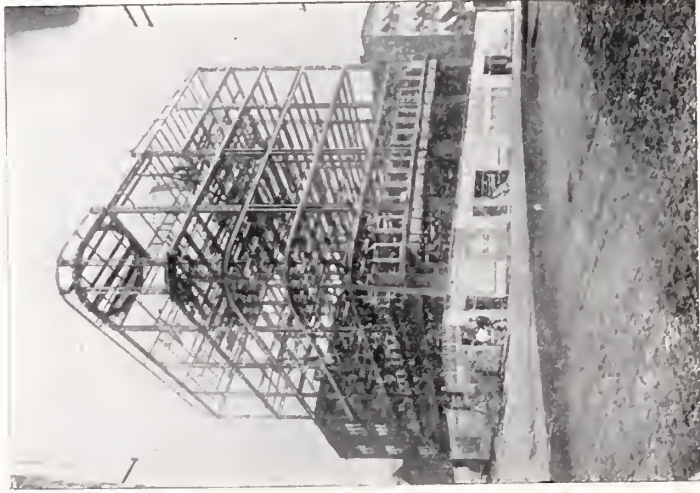
Length, 363 ft. Roadway, 32 ft. Built in 1895.



BRIDGE OVER MAUMEE RIVER AT NAPOLEON, OHIO.—LIMA NORTHERN RY.
Four Spans, 150 ft., c. to c. Single track. Designed and built in 1896.



ORE HOISTING AND CONVEYING MACHNERY ON PENNSYLVANIA CO'S. DOCKS,
AT ASHTABULA HARBOR, OHIO.



BUILDING FOR THE CLEVELAND TELEPHONE CO.
building 79x80 ft. Height, 7 stories. Structural steel work
furnished in 1895.

ANNUAL CAPACITY 20,000 TONS FINISHED WORK.

